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## CENTRAL INTELLIGENCE GROUP

~~INTELLIGENCE REPORT~~

130728

COUNTRY USSR (Volga)

DATE: 25X1A6a

SUBJECT Railroads

INFO. [REDACTED]

DIST. 20 November 1946

PAGES

SUPPLEMENT

25X1A6a

ORIGIN [REDACTED]

25X1X6

INTELLOFAX 13

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1. In the town of Saratov proper (51°30'N, 45°55'E), there is no bridge across the Volga River. Traffic across the Volga at Saratov is conducted by ferries and large motor boats. The railway bridge across the Volga is located about 20 kms downstream from Saratov. This bridge is more than 2 kms long and consists of eight or nine spans measuring 300-350 m. The bridge spans the land on each side of the river for a distance of several hundred meters beyond the bank; flood waters periodically overflow the banks to a distance of 400 meters on each side. Two tracks of the main rail line to the east cross the Volga by this bridge. Traffic over the bridge consists chiefly of shipments of foodstuffs, oil, and coal. During the war, the Germans attempted to bomb the bridge several times but never scored a hit. (June 1946). (See [REDACTED] Sketch A, for the exact location of this bridge.)

25X1A2g

2. A single-track rail line was built between Saratov and Syzran in 1942-43 by Trust No. 61 of the People's Commissariat (now Ministry) of Railways, according to a former member of the labor gang employed in the construction. To the best of source's knowledge, the line had no automatic blocking and was not electrified. The line was completed by December 1943.
3. A single track rail line connecting Izhevsk (56°48'N, 53°10'E) with Molotov was built between December 1943 and March 1946.

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